

# Ballard Town

## Community Transportation Plan



DRAFT REPORT  
April 26-27, 2005  
Prepared By  
UDOT Planning Section  
4501 South 2700 West  
Salt Lake City, Utah 84114-3600

# Ballard Town

## Community Transportation Plan

Mayor .....	Vaughn Parrish
City Council .....	Bob Abercrombie Tom Nordstrom Ace Davis Mark Reidhead
City Engineer.....	Engineering Services, LLC Vernal, Utah
Public Works Foreman .....	Ben Mower
City Recorder .....	Meris Secrist
Planning & Zoning Chair.....	James Ely
Police Chief .....	Uintah Co. Sheriff

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\* If available for this study



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

May 2, 2005

Mayor Vaughn Parrish  
Ballard City Building  
2381 East 1000 South  
Ballard, UT 84066

Dear Mayor:

Attached is a copy of the *Draft* Community Transportation Plan (CTP) for Ballard Town. This CTP is a tool to help guide transportation decisions in your community, which will help meet the transportation visioning discussed during the public meetings held April 26<sup>th</sup> and 27<sup>th</sup>, 2005.

Many projects were developed during the public meetings, and local priorities established for several projects while developing the CTP. This project list will help the city develop an improvement program addressing your unique transportation issues. We are forwarding projects and comments for the state highway system, which are highway operations based, to the appropriate Utah Department of Transportation (UDOT) Regional Office so they may be addressed as priorities allow. In the meantime, UDOT will be using the list of projects identified for State Routes in our Long Range Planning Process. The Statewide Long Range Transportation Plan (LRP) identifies needs on the state highway system, from which projects are selected to be included in our Statewide Transportation Improvement Plan (STIP).

The next step in the CTP process is for City Council approval of the document, after appropriate public involvement. It is important to restate that a CTP is a living document that changes as your City changes. We encourage you to revise the TMP as frequently as necessary to meet Ballard Town's needs.

Thank you again for allowing us to help develop your Community Transportation Plan. We always value public input regarding the state highway system. Ballard Town has provided us valuable insight for our Statewide Long Range Planning Process.

Sincerely,

John Quick, P.E.  
Engineer for Transportation Planning

Encl

## **1. Introduction**

### **1.1. Background**

Ballard is a small temporary community west of Bottle Hollow. It was originally named Wilson for President Woodrow Wilson, then the name was changed to Ballard, for a Mormon church apostle.

This information was provided from [www.onlineutah.com](http://www.onlineutah.com), in an article written by John W. Van Cott.

### **1.2. Study Need**

Ballard Town has seen a -12.11% population decrease within the last decade after a 15.41% population increase the decade before. From 1960 to 2000, the population has increased 3.7%. A well-established transportation plan is needed to provide direction for continual maintenance and improvements to Ballard Town's transportation system.

Ballard Town has an adopted a General Plan. The Ballard Town General Plan briefly describes the transportation objectives for the area. With the aging infrastructure of the transportation system and the need for system improvements for future growth, a more extensive transportation plan is necessary for Ballard Town and the surrounding area.

Some of the major transportation issues around the State are as follows:

- Safety
- Railroad crossings
- Trails (bicycle, pedestrian, & OHV)
- Signals
- City interchange aesthetics
- Connectivity of roadways
- Property access
- Truck traffic
- Alternate routes
- Speed limits

Ballard Town recognizes the importance of building and maintaining safe roadways, not only for the auto traffic but also for pedestrians and bicyclists.

### **1.3. Study Purpose**

The purpose of this study is to assist in the development of a community transportation plan for Ballard Town. This plan could be adopted by Ballard Town as a companion document to the city's General Plan. With the community transportation plan in place the city can qualify for grants from the State Quality Growth Commission, and receive credits toward enhancement project and other applications.

The primary objective of the study is to establish a solid community transportation plan to guide future developments and roadway expenditures. The plan includes two major components:

- Short-range action plan
- Long-range transportation plan

Short-range improvements focus on specific projects to improve deficiencies in the existing transportation system. The long-range plan will identify those projects that require significant advance planning and funding to implement and are needed to accommodate future demand within the study area.

#### **1.4. Study Area**

The study area includes Ballard Town, and land adjacent to it that is in Uintah County. A general location map is shown in Figure 1-1. A more detailed map of the study area and city limits is shown in Figure 1-2. The study area was presented to and approved by the Ballard Town Community Transportation Plan Technical Advisory Committee.

The roadway network within the study area includes US-40, SR-87 as well as SR-121. Each of these roadways provides a vital function to Ballard Town proper and also access to adjacent municipalities. These roadways along with the local road network are shown in Figure 1-2.

#### **1.5. Study Process**

The study, which began in April 2005, is proceeding as a cooperative effort between Ballard Town, UDOT, and local community members. It is being conducted under the guidance of Ballard Town Officials. The following individuals participated in the initial meetings to provide input used to create this document. This group listed below will be referred to as the Technical Advisory Committee or "TAC" for this document.

**Vaughn Parrish**  
**Meris Secrist**  
**Stan Womack**  
**Earl Murphy**  
**Mark Reidhead**  
**Bob Abercrombie**  
**Mark Hicker**  
**George Gurr**  
**Devon Gurr**  
**Craig Phillips**  
**Louis Feight**

**Mayor**  
**Ballard City Administration**  
**Planning & Zoning**  
**Ballard Water District**  
**Ballard Town Council**  
**Ballard Town Council**  
**Ballard Water District**  
**Resident**  
**Resident**  
**Mountain Oil & Gas**  
**Resident**

The study process for the Ballard Town Community Transportation Plan consist of three basic parts: (1) inventory and analyze existing conditions, (2) project future conditions, and (3) development of a community transportation plan (TMP). This process involves the participation of the TAC for guidance, review, evaluation and recommendations in developing the TMP to include development of future projects for the identified study area.

The TAC will evaluate each part of the study process. Their comments will be incorporated into the study's draft final report. The remainder of the draft final report will focus on the recommendation and implementation portion of the transportation plan program. Transportation projects that will be recommended for the short-term and long-range needs will be developed based on the TAC's recommendations and concurrence.

The study process allows for the solicitation of input from the community at two TAC workshops. This public participation element is included in the study process, as well as the public comment period reviewing the draft, ensures that any decisions made regarding this study are acceptable to the community.

The first TAC workshop will provide an inventory and analysis of existing conditions and identify needed transportation improvements. The second TAC workshop will focus on prioritizing projects, estimating costs, and discussion of the funding processes.

The TAC is expected to recommend those comments that are to be incorporated into the report and applicable to the goals of this study. The draft final report and the final report will be submitted to the City for further review and comments.

Upon local review of the draft report, UDOT will prepare appropriate changes and submit the final report to the City for approval. The final report will describe the study process, findings and conclusions, and will document the analysis of the recommended transportation system projects and improvements.

**Figure 1-1: Ballard  
Study Area Location**

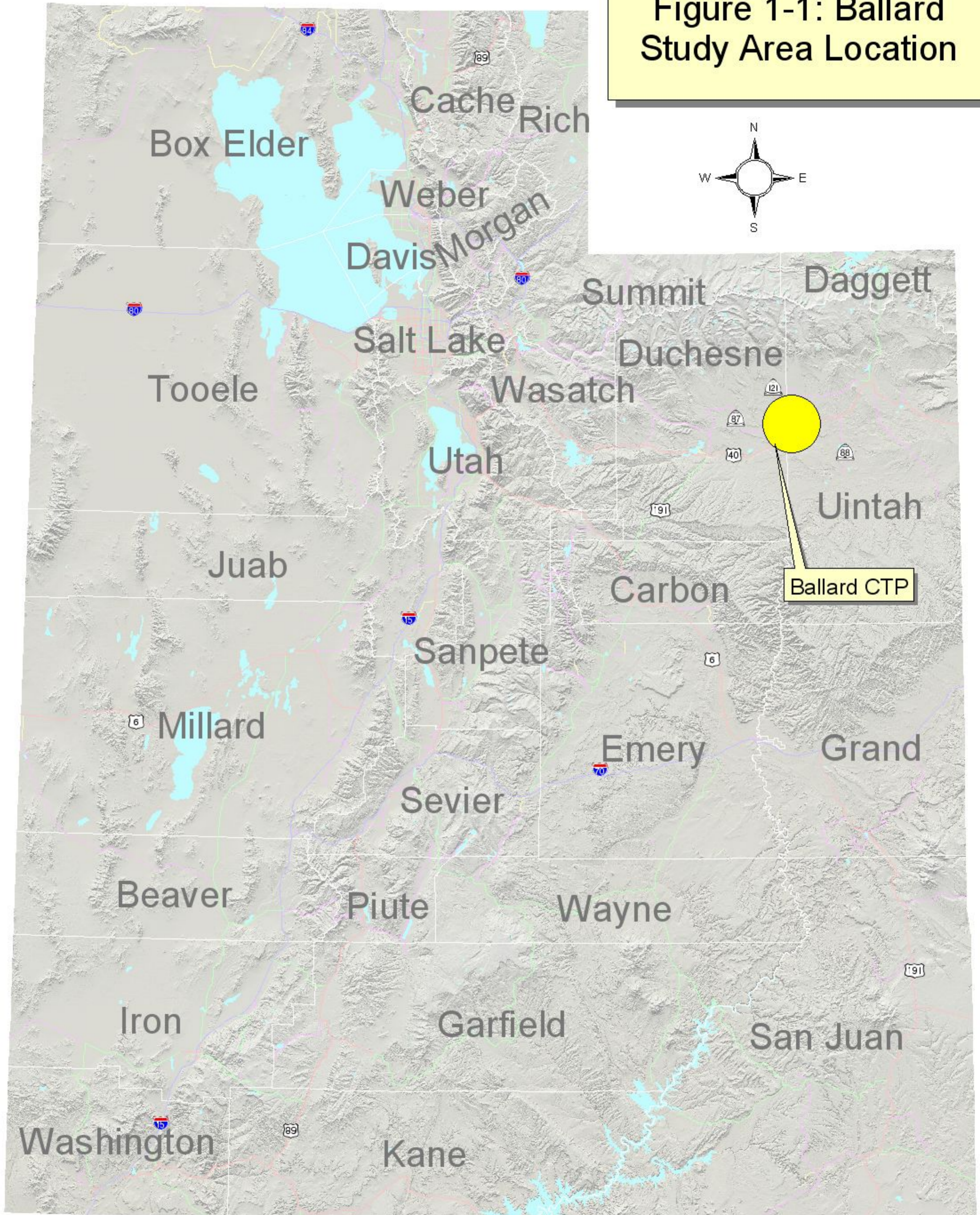
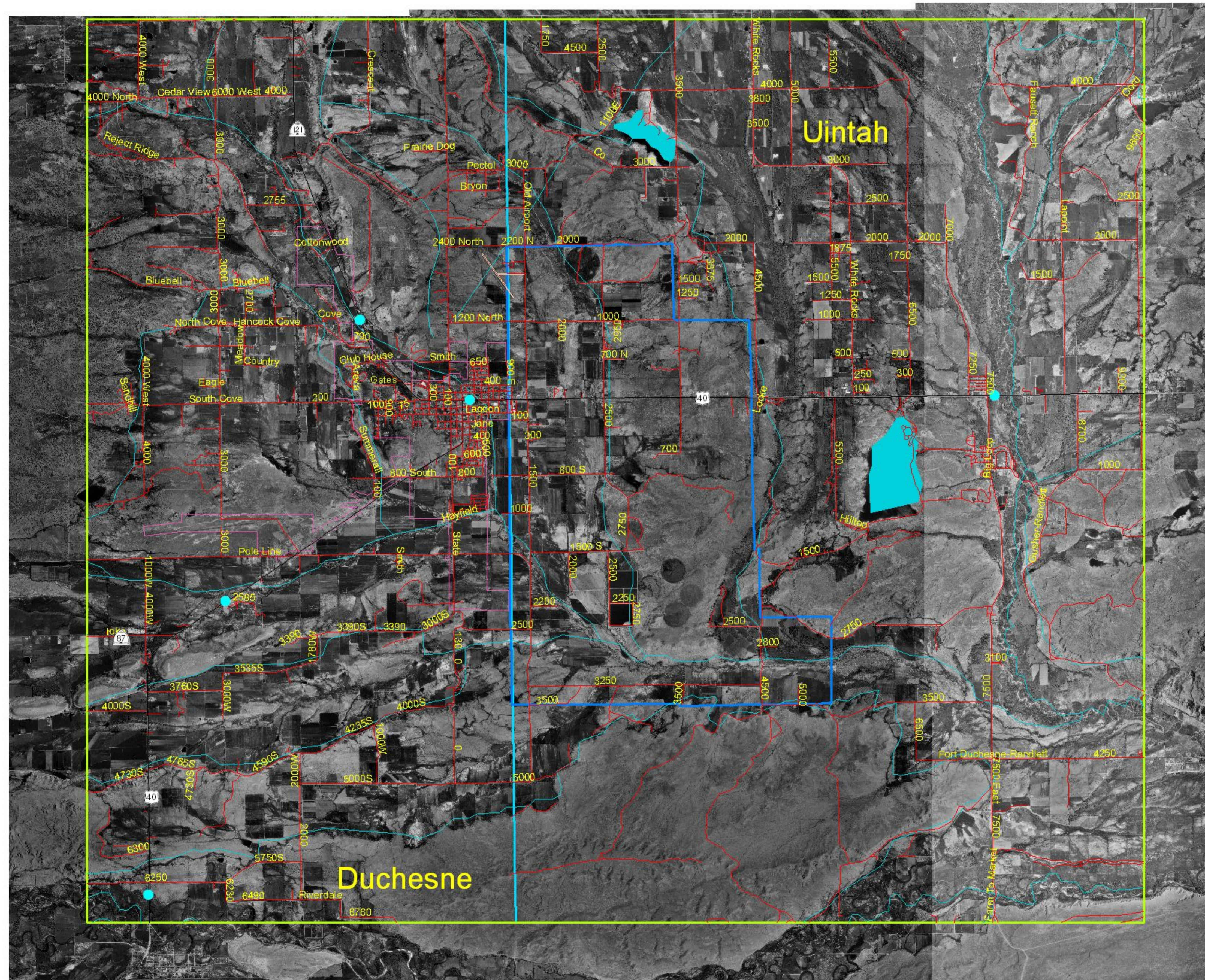


Figure 1-2: Ballard  
Study Area Vicinity



- Bridges
- State Roads
- Local Roads
- Airport
- Water Courses
- City Boundaries
- Ballard
- Roosevelt
- Water Bodies
- Study Boundary
- County Line

0.5 0 0.5 1 1.5 2 2.5 3 Miles

## **2. Existing Conditions**

An inventory and evaluation of existing conditions within the study area was conducted to identify existing transportation problems or issues. The results of the investigation follow.

### **2.1. Land Use**

In order to analyze and forecast traffic volumes, it is essential to understand the land use patterns within the study area. Much of the Town is zoned Residential, but there are also many issues dealing with commercial and industrial properties. By analyzing the patterns or changes in land use, we can better predict the ever-changing transportation needs.

The Ballard Town Zoning map follows on the next page.

### **2.2. Environmental**

In Utah there are a variety of local environmental issues. Each of the cities and counties need to look at what are the environmental issues in their areas on a case-by-case basis. There are many resources that can help local entities to determine what issues need to be addressed and how any problems that may exist can be resolved.

Some of the environmental concerns around the State are wetlands, endangered species, archeological sites, and geological sites among other issues. Environmental concerns should be addressed when looking at an area for any type of improvement to the transportation system. Protecting the environment is a critical part of the transportation planning process.

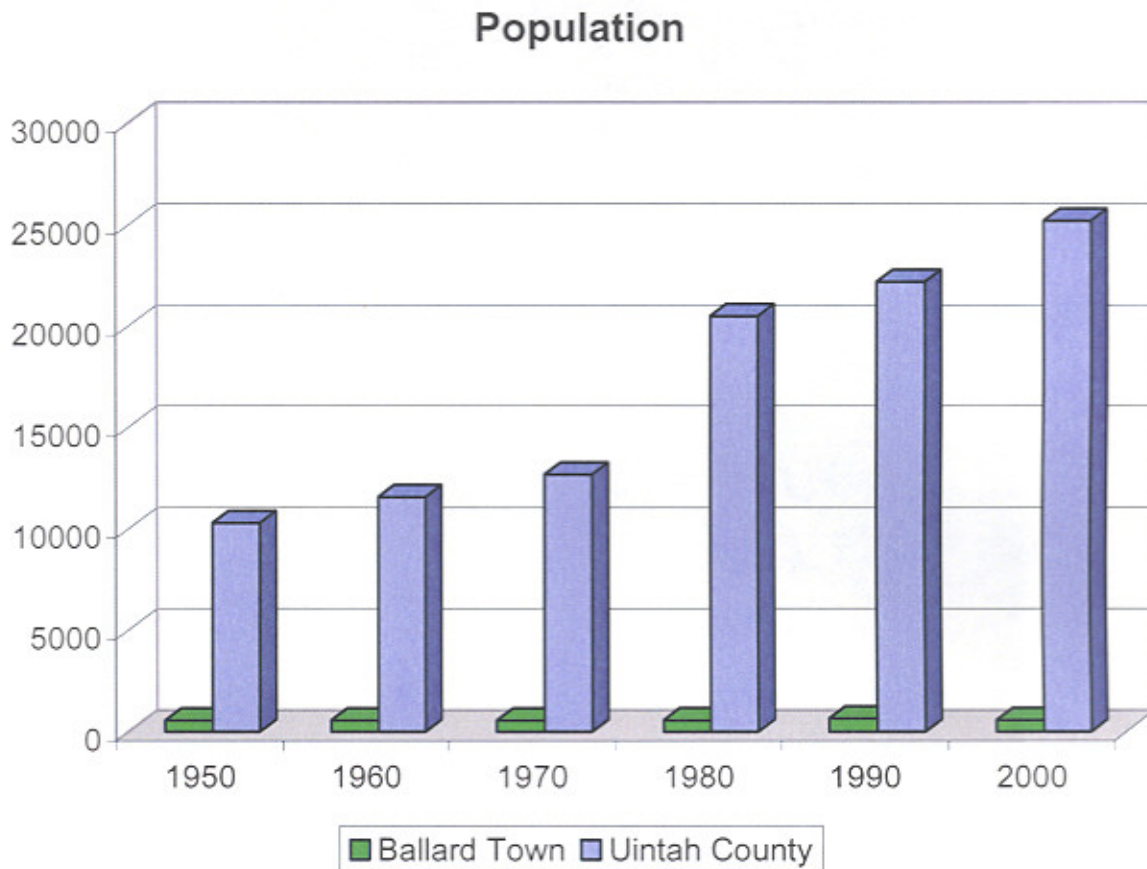
### **2.3. Socio-Economic (Census Brief: Cities and Counties of Utah, May 2001)**

Ballard Town ranks 116<sup>th</sup> for population in the State of Utah, out of 235 incorporated cities and towns. Historical growth rates have been identified for this study, because past growth is usually a good indicator of what might occur in the future. Chart 2-1 identifies the population growth over the past 50 years for the State of Utah, Uintah County and Ballard Town. Chart 2-2 identifies that population change in Ballard Town has ranged from -12.11% between 1990 and 2000 to gaining +15.41% between 1980 and 1990, while growth in the State overall has gained between 18 and 38 percent per decade during the past 50 years.



Chart 2-1. Population Data

Year	Population		
	Utah	Uintah County	Ballard Town
1950	688,862	10,300	545
1960	890,627	11,582	545
1970	1,059,273	12,684	545
1980	1,461,037	20,506	558
1990	1,722,850	22,211	644
2000	2,233,169	25,224	566



*Source: U.S. Bureau of the Census*  
<http://www.governor.utah.gov/dea/OtherPublications.html>

Chart 2-3 identifies yearly population growth rates for the State of Utah and Uintah County.

As the State population has grown every decade from 1950 until 2000, Uintah County's remained somewhat flat until 1970 when the county experienced a fourteen-year run of population increase. Since then the growth has shown a slow decline.

Ballard Town has some unique demographic characteristics when compared with the State, particularly with age demographics. In the 25 to 54-age category, the State is at 38.6% the County is at 37.1% and the City is at 39.0%. For the 65+-age category, the State is at 8.5%, the County is at 9.9% and the City is at 8.3%. The State's median age is 27.1 years and the County's median age is 29.0 years, City's median age is 30.4 years. Another interesting statistic is that of Veteran status with State at 10.7%, County at 12.9%, and Ballard Town at 12.5%.

The 2000 median household income in Ballard Town is \$35,278, compared to the State median household income of \$45,726.

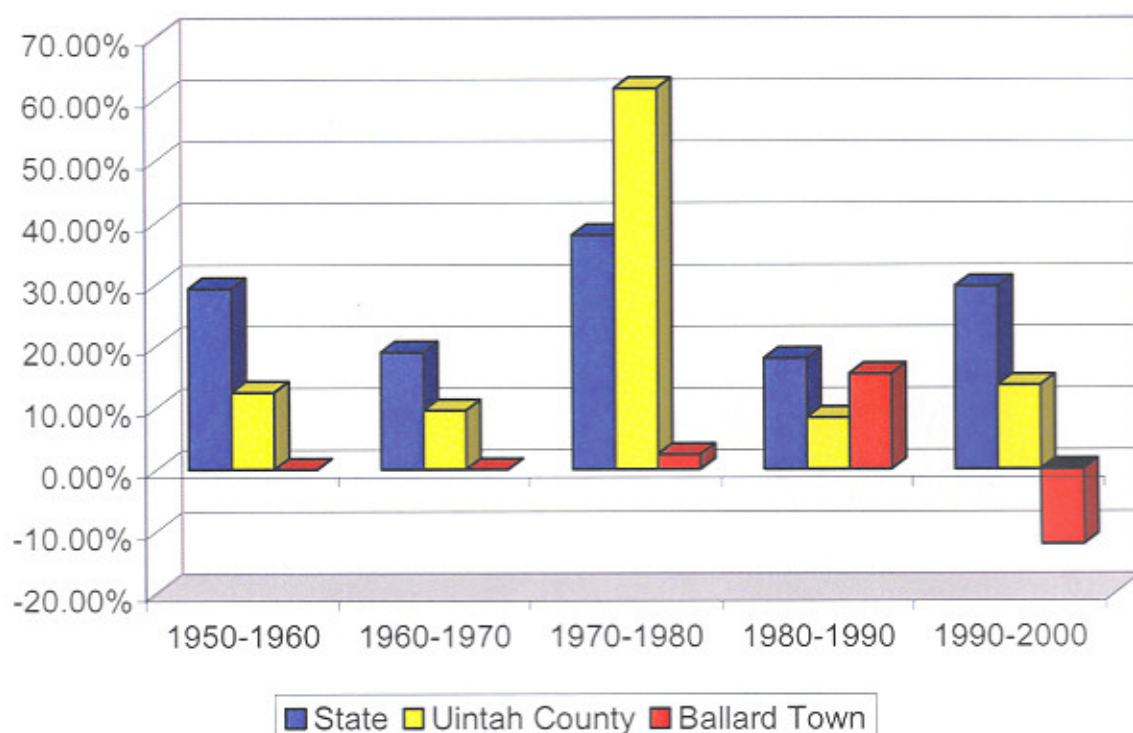
The unemployment rate in Ballard Town was 1.2 percent in 2000. According to the Utah Department of Employment Security (UDES), in 2000 there were approximately 263 employed people in Ballard Town or 61.0% of the population. The city has 5 unemployed people, which is 1.2 % of the population. There are 10,258 employed people in Uintah County or 58.0% percent of the population. The county has 860 people unemployed, which is 4.9 % of the population.

The majority of employees in Uintah County work in three primary employment sectors: Trade, Services and Government as shown in Chart 2-5. In the county, these sectors make up 68.3% of the labor force. Another interesting note was that housing built from 1990-2000 were 19.0% of total for Ballard Town compared to 25% for the state. Also homes built before 1939 were 4.5% of the total for Ballard Town with 10% for the state.

Chart 2-2. Population Change Data

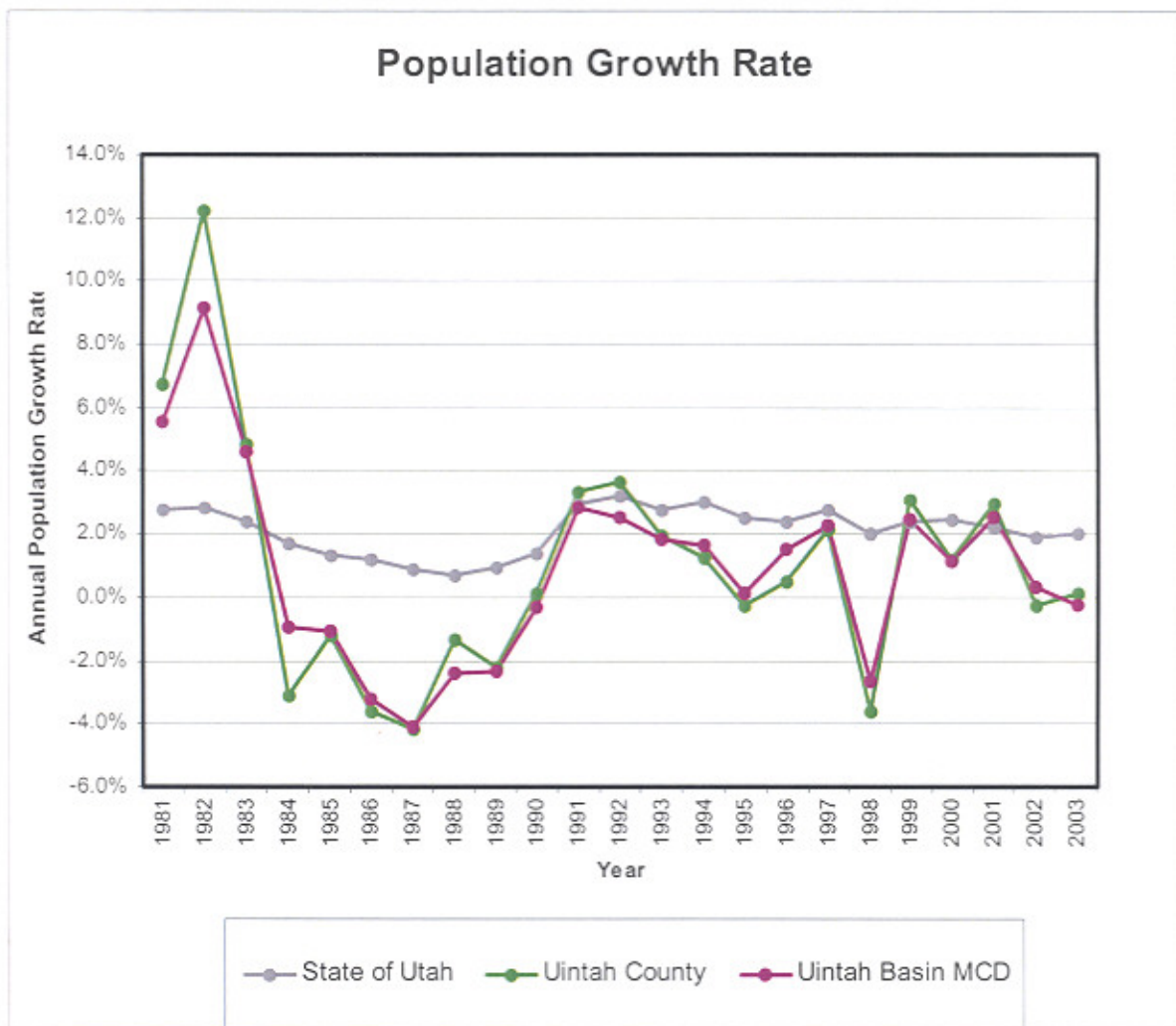
Decade	State of Utah	Uintah County	Ballard Town
1950-1960	29.29%	12.45%	0.00%
1960-1970	18.94%	9.51%	0.00%
1970-1980	37.93%	61.67%	2.39%
1980-1990	17.92%	8.31%	15.41%
1990-2000	29.62%	13.57%	-12.11%

### Decenial Population Change



Source Data: U.S. Bureau of the Census  
<http://www.governor.utah.dea/OtherPublications.html>

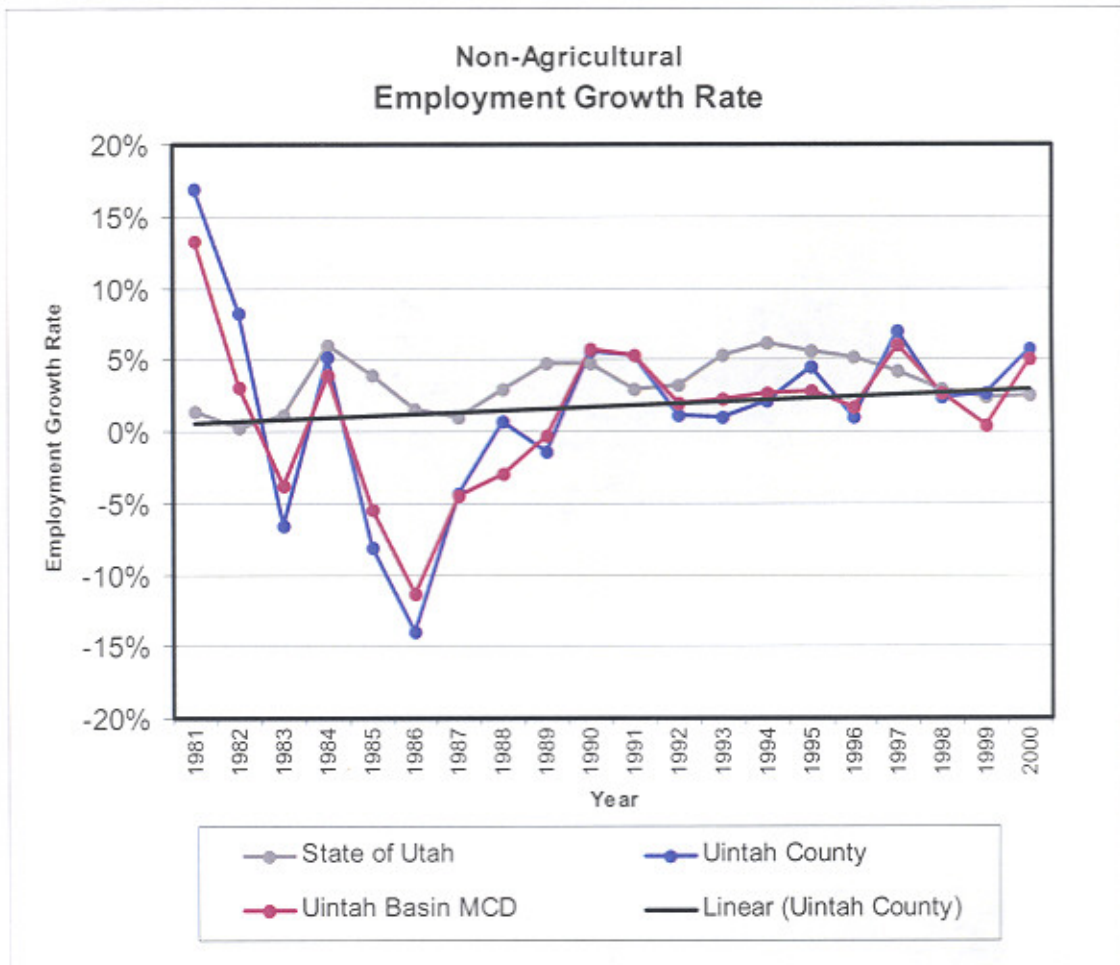
Chart 2-3. Population Growth Rate (1980-2000)



MCD = Multi-County Districts, Uintah Basin MCD = Daggett, Duchesne & Uintah Counties

Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea>

Chart 2-4. Employment Growth Rate (1980-2000)



MCD = Multi-County Districts, Uintah Basin MCD = Daggett, Duchesne & Uintah Counties

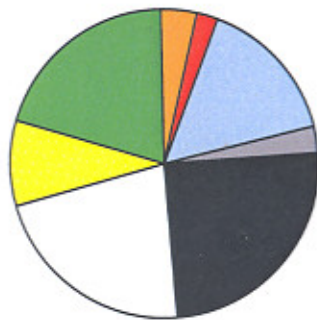
Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea>

Chart 2-5. Employment Sectors (1980-2000)

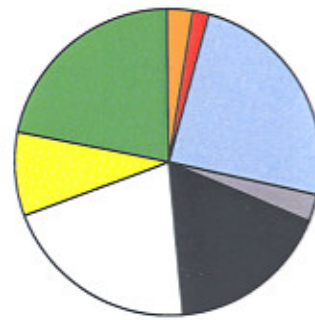
Sector	1980	1990	2000	Δ% 1980-2000
Construction	3.97%	2.93%	5.53%	91.85%
FIRE	2.28%	1.64%	1.85%	11.61%
Government	15.34%	24.16%	21.19%	90.04%
Manufacturing	2.66%	2.90%	2.69%	39.23%
Mining	24.54%	17.28%	15.92%	-10.78%
Services	21.81%	20.66%	23.51%	48.32%
TCPU	8.98%	8.89%	6.16%	-5.56%
Trade	20.71%	22.12%	23.58%	56.64%

FIRE = Finance, Insurance & Real Estate  
 TCPU = Telecommunications & Public Utilities

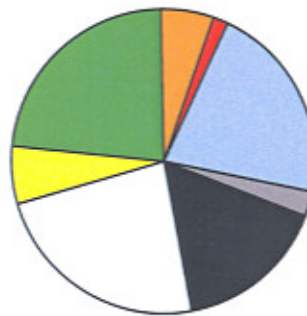
1980 Employment Sectors



1990 Employment Sectors



2000 Employment Sectors



Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea/HistoricalData.html>

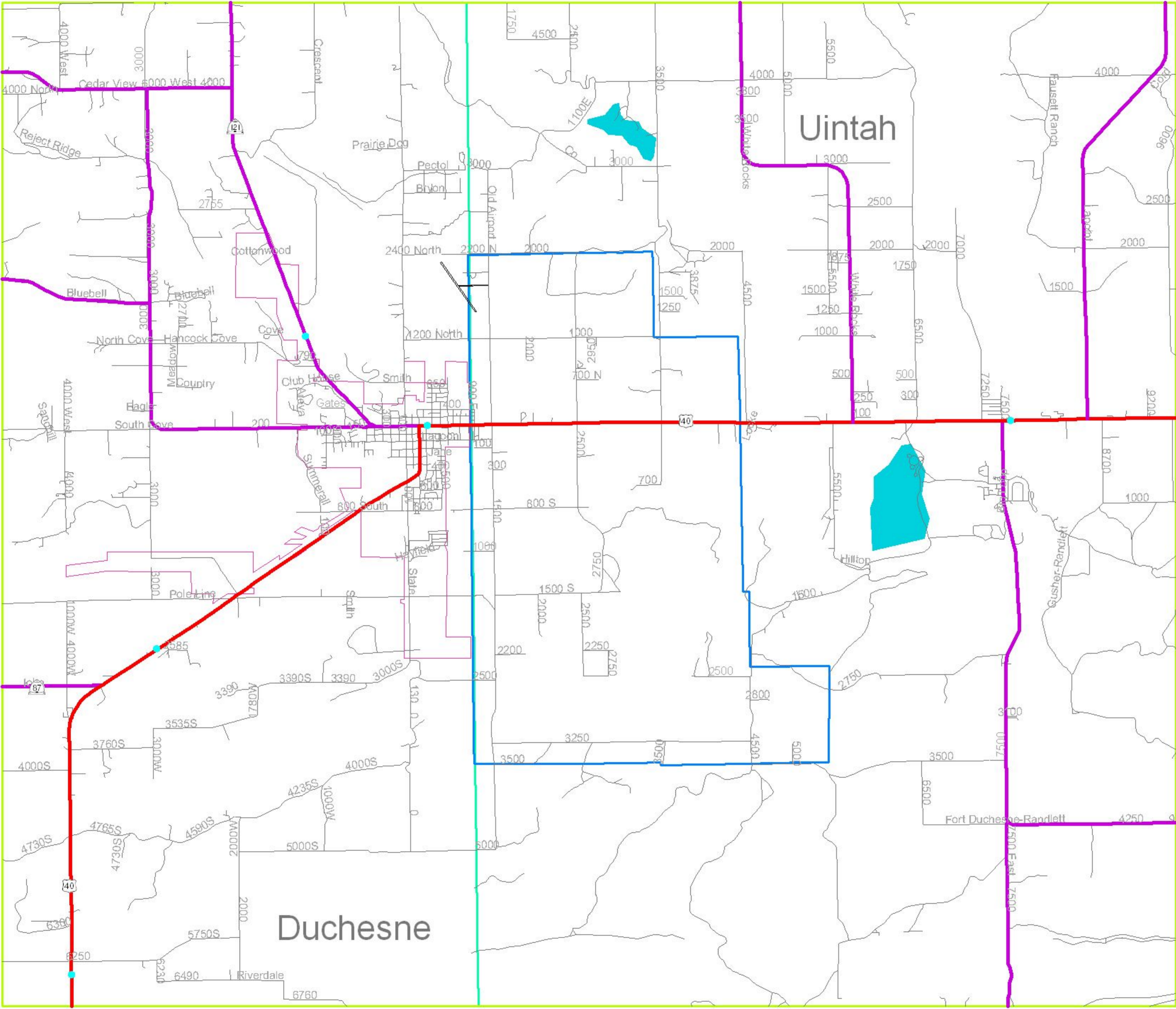
## **2.4. Functional Street Classification**

This document identifies the current function and operational characteristics of the selected roadway network of Ballard Town. Functional street classification is a subjective means to identify how a roadway functions and operates when a combination of the roadway's characteristics are evaluated. These characteristics include; roadway configuration, right-of-way, traffic volume, carrying capacity, property access, speed limit, roadway spacing, and length of trips using the roadway.

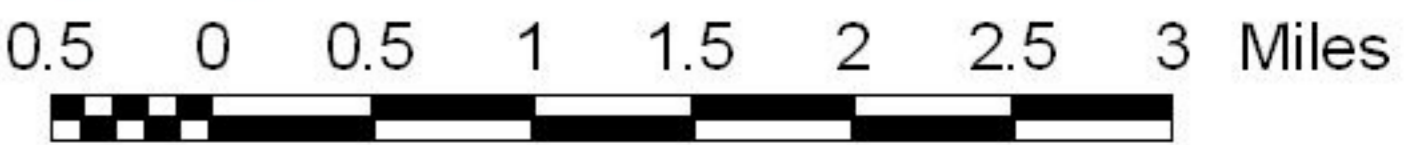
The primary classifications used in classifying selected roadways of Ballard Town are: Minor Arterial, Major Collector, Minor Collector and Local. An Arterial's function is to provide traffic mobility at higher speeds with limited property access. Traffic from the local roads is gathered by the Collector system, which provides a balance between mobility and property access trips. Local streets and roads serve property access based trips and these trips are generally shorter in length.

The Ballard Town area is accessed by US-40, SR-87 as well as by SR-121. The functionally classified system is currently being revised statewide. The current functionally classified system generally defines the higher traffic roads, so only minor additions or changes will be required.

Figure 2-2: Existing State and Federal Routes Classification



- Bridges
- Federally Classified Roads
- Other Principle Arterial
- Collector
- Local Roads
- Airport
- City Boundaries
- Ballard
- Roosevelt
- Water Bodies
- Study Boundary
- County Line



## 2.5 Bridges

There are five bridges on the state system located in the study area that could be eligible for federal bridge maintenance, rehabilitation, or replacement funds. Bridges are maintained and minor repairs made with maintenance funds. A bridge is rehabilitated or replaced as it deteriorates over time and as traffic volumes increase. (Figure 2-3 Bridge Sufficiency Rating)

Table 1 compares the bridges in the study area and identifies their sufficiency rating and location. Sufficiency rating indicates current condition of the structure with a rating of 100 showing a structure that is in excellent shape. A rating nearing 50 will reveal a structure that is in need of attention and is eligible for federal funding.

Table 1. Bridges

Number	Location	Maximum Span	No. Lanes & Road Width	Sidewalk	Sufficiency Rating
D-525	SR-121 over Cottonwood Creek	13.4 m	2 lanes, 9.8 m	no	56.1
D-593	SR-40 over Cottonwood Creek	29.0 m	3 lanes, 22.4 m	yes	87.2
D-658	Irrigation Flume that Spans SR-40	63.1 m	1.6 m	n/a	-2.0
C-321	SR-40 over Uintah River	37.9 m	2 lanes, 12.9 m	no	92.5
V-1695	SR-40 over Dry Gulch, 4 Miles West of Roosevelt	9.33 m	2 lanes, 37.4	no	87.8

Bridge Sufficiency Rating – Figure 2-3

Source: Utah Department of Transportation/Structures Division

## 2.6 Traffic Counts

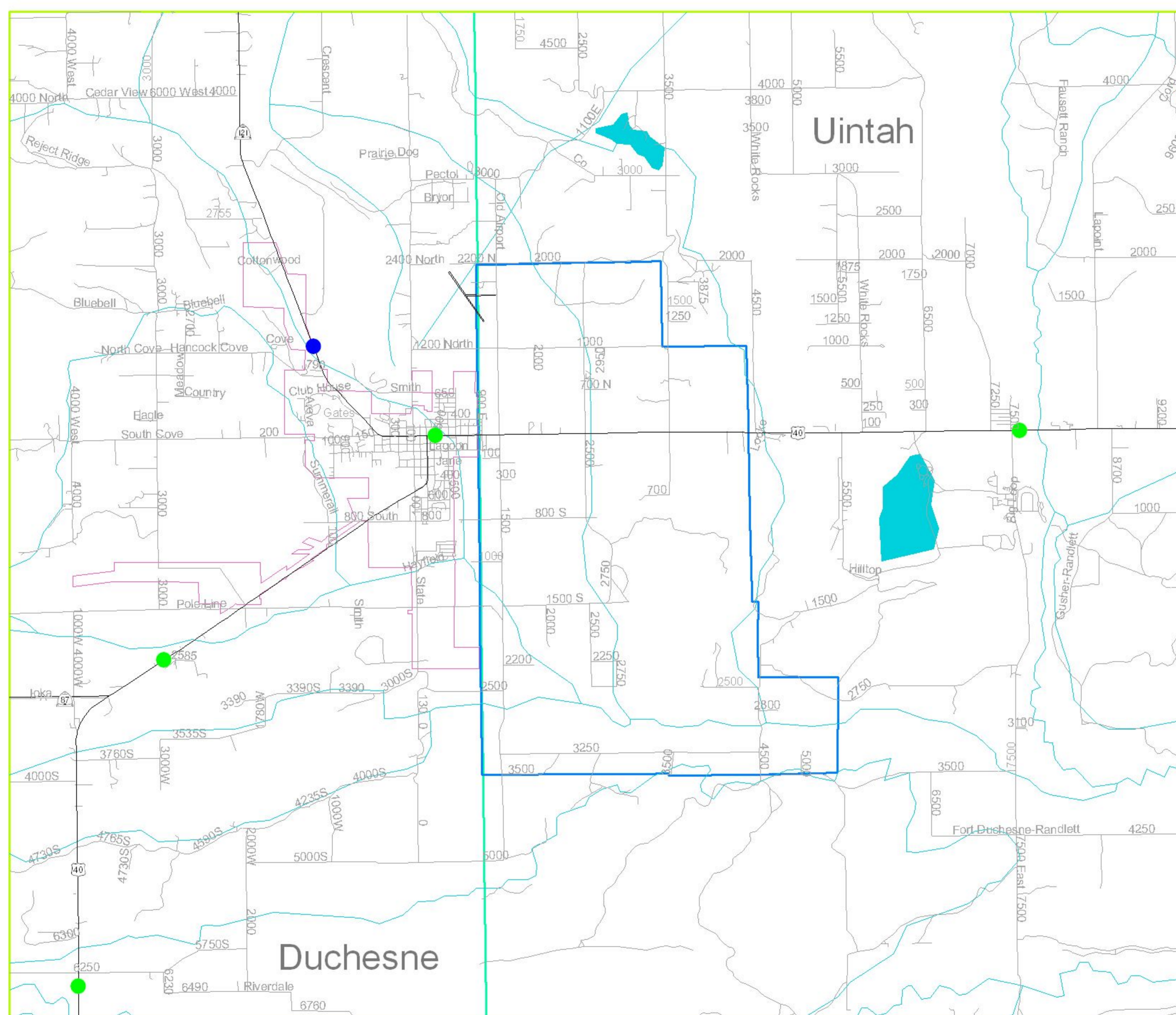
Recent average daily traffic count data were obtained from UDOT. Table 2 shows the traffic count data on the key roadways of the study area. The number of vehicles in both directions that pass over a given segment of roadway in a 24-hour period is referred to as the average annual daily traffic (AADT) for that segment.

Table 2. Average Annual Daily Traffic

Road	Segment	Year	AADT
US-40	Junction SR 121 in Roosevelt	2002	8,910
US-40	Duchesne/Uintah County Line West Limits of Ballard	2002	6,017
US-40	East Incorporated Limits Ballard	2002	6,017

Source: Utah Department of Transportation

# Figure 2-3: Bridge Sufficiency Rating



- Bridges**
- Eligible for Replacement Funds
  - Eligible for Rehabilitation Funds
  - Maintenance Funds Only
- Other Features**
- State Routes
  - Local Roads
  - Airport
  - Water Courses
  - City Boundaries
  - Ballard
  - Roosevelt
  - Water Bodies
  - Study Boundary
  - County Line

0.5 0 0.5 1 1.5 2 2.5 3 Miles

These are averages for the entire year. Ballard Town experiences a significant increase in traffic during the summer months. UDOT maintains 86 continuously operated automatic traffic recorders (ATR) throughout the state highway system. ATRs collect data continuously throughout the year in order to determine monthly, weekly, daily, and hourly traffic patterns. The ATR located in or near the study area on US-40. The following summarize the 2003 data from the ATR at this location.

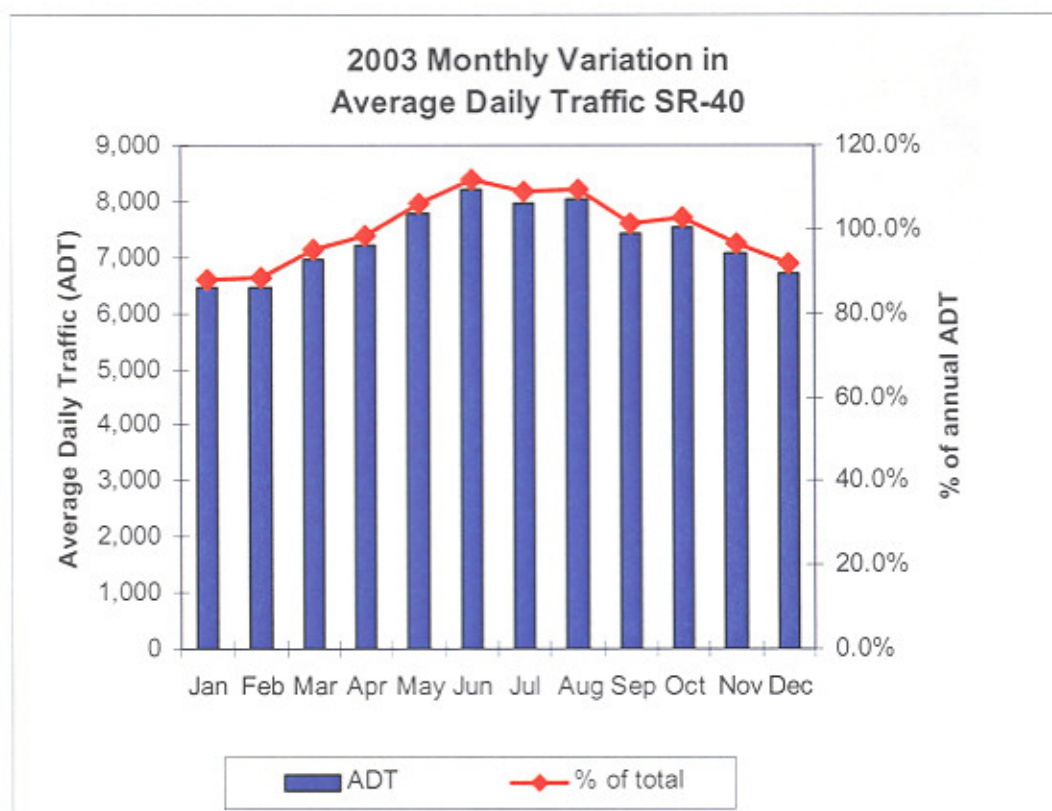
Traffic on US-40; 3 Miles West of SR 121, Roosevelt @ MP 111.39

- June was the highest volume month.
- February was the lowest volume month
- The highest daily volumes occurred on Friday
- The lowest daily volumes occurred on Sunday

The hourly traffic shows a clear average peak hour of around 3:00 to 6:00 pm. This is consistent with and afternoon commuter peak.

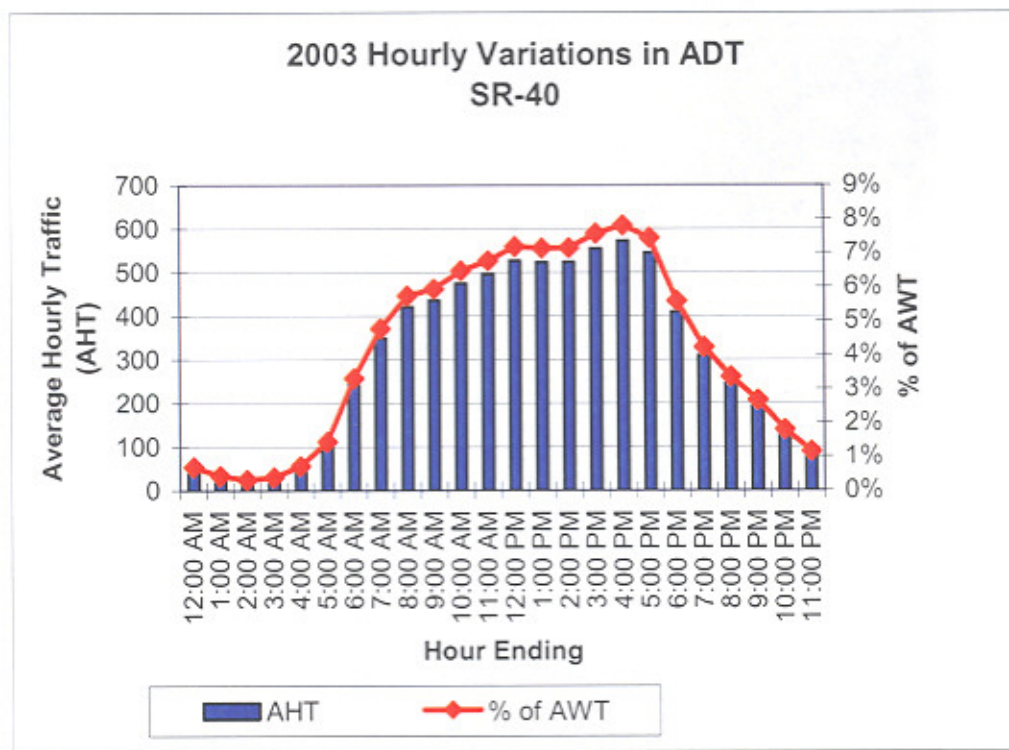
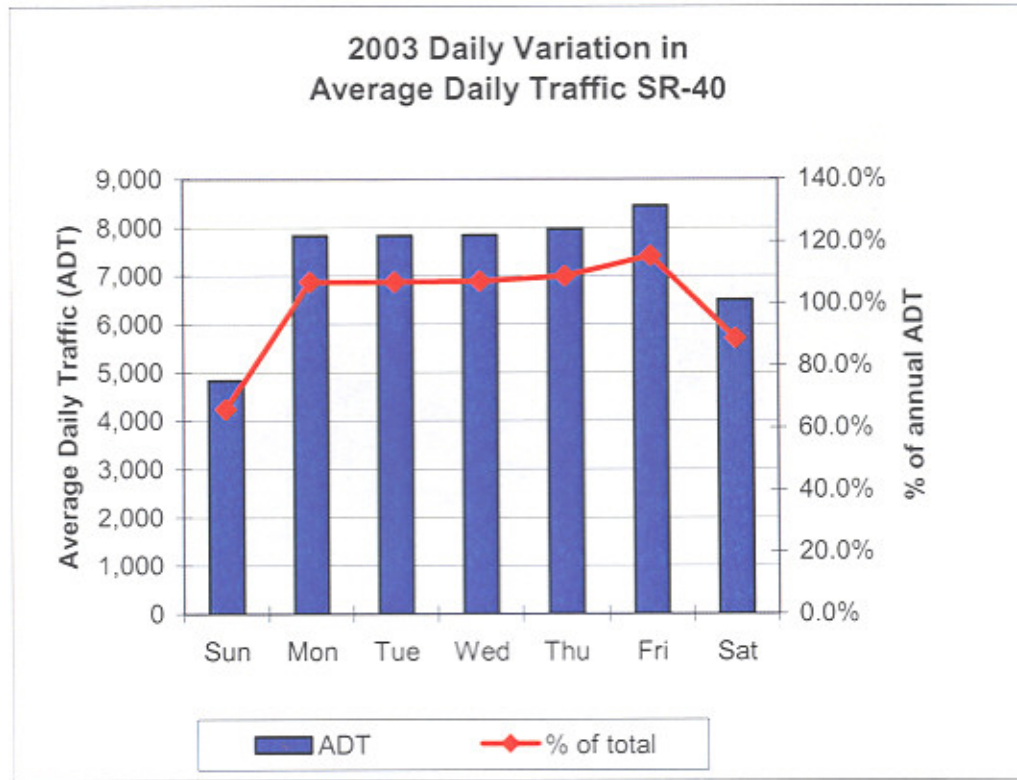
A map illustrating existing and future traffic, peak season traffic, and roadway capacities is presented in the Traffic Forecast section 3.2.

Monthly ADT on US-40



Source: Utah Department of Transportation

# Daily and Hourly ADT on US-40



Source: Utah Department of Transportation

## 2.7 Traffic Accidents

Traffic accident data was obtained from UDOT's database of reported accidents from 2003. Table-3 summarizes the accident statistics for those segments for the year 2002. Additional information includes the average daily traffic, the number of reported accidents, and the accident rates. The roadway segment accident rates were determined in terms of accidents per million vehicle miles traveled. The crash rates for each roadway segment are compared to the expected crash rate for similar facilities across the state.

Upon review of the accident data for the state system, there appears to be a higher than expected accident rates at the following locations:

- On US-40 from milepost 114.94 to milepost 115.55
- On US-40 from milepost 121.78 to milepost 123.00
- On SR-121 from milepost 4.96 to milepost 6.25

The remainder of the state system shows a lower than expected accident rate. Figure 2-4 shows accident data taken from 1999-2001, which shows various segments of the state highway system and associated accident data.

Ballard Town may wish to review the accident history for the local street system to identify any specific accident hot spot locations.

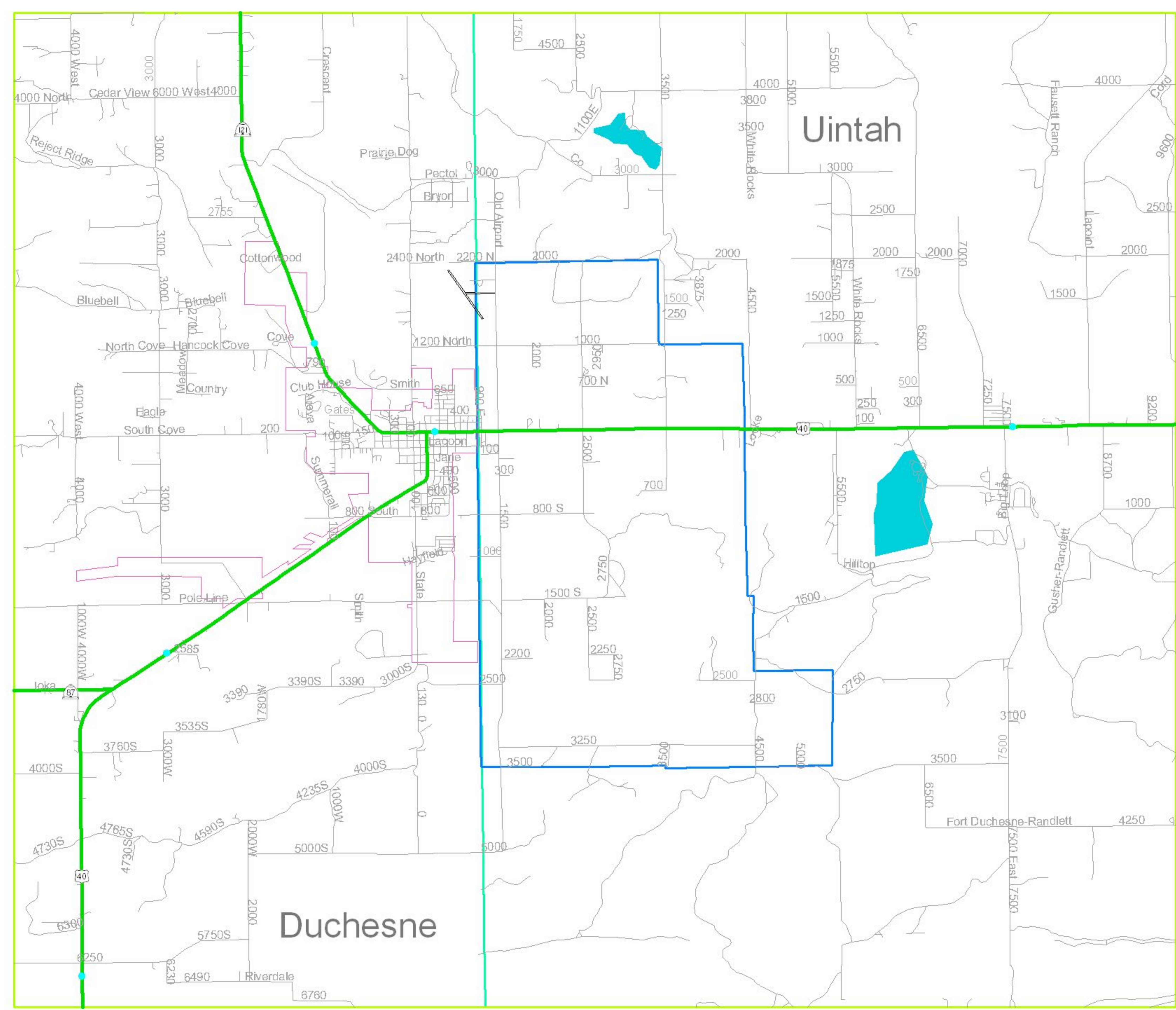
Table 2-3. Crash Data 2003

Road	From Milepost	End Milepost	ADT (2002)	# Crashes (2002)	Crash Rate	
					Actual	Expected*
40	105.7	109.89	5370	11	1.28	1.79
40	109.9	114.93	7335	17	1.19	1.79
40	114.94	115.55	8745	11	5.43	1.79
40	115.56	121.77	5355	11	0.83	1.79
40	121.78	123	3000	6	4.29	1.54
87	36	38.11	790	1	1.94	2.37
121	0	2.68	4165	5	0.65	1.98
121	2.69	4.95	7385	1	0.17	2.12
121	4.96	6.25	1495	2	3.12	2.37









\* Statewide average accident rates for functional class and volume group.

Red indicates higher than expected rates of accidents

Figure 2-4: State Road Safety Index



N

-  Bridges
-  State Roads
-  Safety Index Group
-  Low
-  Medium
-  High
-  Local Roads
-  Airport
-  City Boundaries
-  Ballard
-  Roosevelt
-  Water Bodies
-  Study Boundary
-  County Line

0.5 0 0.5 1 1.5 2 2.5 3 Miles



## **2.8 Bicycle and Pedestrian**

The Federal Highway Administration recognizes the increasingly important role of bicycling and walking in creating a balanced, inter modal transportation system, and encourages state and local governments to incorporate all necessary provisions to accommodate bicycle and pedestrian traffic. In following this directive, Ballard Town is encouraged to adopt a “complete streets” philosophy that allows for the advancement of a transportation system for both motorized and non-motorized travel.

### **2.8.1 Biking/Trails**

Ballard City is rural in nature with typical country roads. There has not been a need for dedicated bike lanes in the City and the shoulder-width of paved roads in the area do not facilitate cycling. As future growth occurs in the City, these needs and conditions may change.

Ballard City has two local parks, Serenity Park and the City Park. There currently is a walking path located in the City Park and the community would like to construct a path in Serenity Park and a trail to connect the two parks, if safe and feasible. Most other area trails are located on private property. The community desires development of a more complete trails system; one that would include a connection from Ballard City to Roosevelt City along the US-40 alignment.

Ballard City has a high number of ATV use in both the northern and southern limits of the City. Although ATV riding is a common occurrence, the problems caused by such heavy use have been minimal. The City has been successful in posting areas where ATV use is restricted and this enforcement tactic has been sufficient.

### **2.8.2 Pedestrian**

Ballard City does not currently have sidewalks in place. However, as the City experiences growth sidewalks will be installed to accommodate more pedestrian traffic. The community would like to see sidewalks constructed along US-40 where pedestrian travel is common.

## **2.9 Public Transportation**

There is no city bus, intercity bus, or scheduled airline service in Ballard, and no mainline railroad has ever served the Uinta Basin. The nearest Greyhound intercity bus service and Amtrak intercity passenger train service are found in Salt Lake City. Scheduled airline service is provided at the Vernal Airport located about 30 miles to the east of Ballard. Airline service at Vernal is limited to twice daily flights to and from Salt Lake City via Salmon Air, a small regional carrier. Major airline service is provided at the Salt Lake City International Airport.

## **2.10 Freight**

Aside from the Chevron crude oil pipeline linking the oil fields around Ballard, as well as an oil field further east near Rangely, Colorado, with the refineries north of Salt Lake City, freight transportation to and from the Ballard area is handled exclusively by truck. Even with the aforementioned pipeline, considerable crude oil moves by oversize oil tank trucks from the Uinta Basin oil fields to Wasatch Front refineries. As the price of crude oil increases, so does the number of oil tank trucks traveling through Ballard on U.S. Highway 40 as well as many local roads. These longer combination vehicles (LCV's) often have difficulty negotiating tight turning radii when entering or leaving businesses, oil well access roads, and turning on and off U.S. 40.

While the movement of crude oil is the dominate freight commodity handled in the Ballard area, other truck freight consists of cement, phosphate products, oil field supplies, agricultural products, as well as local deliveries of building materials, foodstuffs, etc. Although paralleled by Interstate 80 to the north in Wyoming and I-70 further south in Utah, a growing number of long-haul through truck movements are being seen on U.S. Highway 40 passing through Ballard.

It is of vital importance that issues impacting the efficient flow of freight by highway to and through Ballard be considered and adequately addressed in all highway planning and infrastructure projects.

## **2.11 Aviation Facilities & Operations**

The nearest airport to Ballard is Roosevelt Municipal, which is located six miles southwest of town at an elevation of 5172 feet. Roosevelt's current airport was built in the 1970's to replace an older airfield that was located at the northwestern edge of Ballard. Roosevelt Municipal is equipped with a single asphalt-paved runway, #7/25, that is 6500 feet long and 75 feet wide. Roosevelt Airport is also equipped with a dusk-to-dawn airways beacon light and pilot-activated runway lighting. Automated weather information (AWOS) is available for pilots, as are aircraft tie-downs, a pilot lounge and a 24-hour phone. 100 Octane low lead aviation gasoline is available at Integrity Air Service, which is the Fixed-Base Operator (FBO) at Roosevelt.

No scheduled airline or air freight operations are provided at Roosevelt, with the nearest such services being found in Vernal, Utah, about 30 miles to the east, or at the Salt Lake City International Airport.

## **2.12 Revenue**

Maintenance of existing transportation facilities and construction of new facilities come primarily from revenue sources that include the Ballard Town general fund, federal funds and State Class C funds.

Financing for local transportation projects consists of a combination of federal, state, and local revenues. However, this total is not entirely available for transportation improvement

projects, since annual operating and maintenance costs must be deducted from the total revenue. In addition, the City is limited in their ability to subsidize the transportation budget from general fund revenues.

### 2.12.1 State Class B and C Program

The distribution of Class B and C Program monies is established by state legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Twenty-five percent of the funds derived from the taxes and fees are distributed to cities and counties for construction and maintenance programs.

Class B and C funds are allocated to each city and county by the following formula: 50% based on the population ratio of the local jurisdiction with the population of the State, 50% based on the ratio that the Class B roads weighted mileage within each county and the class C roads weighted mileage within each municipality bear to the total class B and Class C roads weighted mileage within the state. Weighted means the sum of the following: (i) paved roads multiplied by five; (ii) graveled road miles multiplied by two; and (iii) all other road types multiplied by one. (Utah Code 72-2-108) For more information go to UDOT's homepage @ [www.udot.utah.gov](http://www.udot.utah.gov), tab on "Doing Business" select the tab for "Local Government Assistance" here you will find the Regulations governing Class B&C funds

The table below identifies the ratio used to determine the amount of B and C funds allocated.

Apportionment Method of Class B and C Funds

Based on	Of
50%	Roadway Mileage *Based on Surface Type Classification (Weighted Measure) Pave Road (X 5) Graveled Road (X 2) Other Road (X 1)
50%	Total Population

Class B and C funds can be used for maintenance and construction of highways, however thirty percent of the funds must be used for construction or maintenance projects that exceed \$40,000. Class B and C funds can also be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

Ballard Town received \$79,933.07 in 2003 for its Class C fund allocation.

### **2.12.2 Federal Funds**

There are federal monies that are available to cities and counties through federal-aid program. The funds are administered by the Utah Department of Transportation. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) provides funding for any road that is functionally classified as a collector street or higher. STP funds can be used for a range of projects including rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the State for urban areas. A portion of the STP funds can be used in any area of the State, at the discretion of the State Transportation Commission.

Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Advisory Committee reviews the applications and then a portion of those are recommended to the State Transportation Commission for funding. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities to water runoff mitigation. Other funds that are available are State Trails Funds, administered by the Division of Wildlife Resources.

The amount of money available for projects specifically in the study area varies each year depending on the planned projects in UDOT's Region Three. As a result, federal aid program monies are not listed as part of the study area's transportation revenue.

### **2.12.3 Local Funds**

Ballard Town, like most cities, has utilized general fund revenues in its transportation program. Other options available to improve the City's transportation facilities could involve some type of bonding arrangement, either through the creation of a redevelopment district or a special improvement district. These districts are organized for the purpose of funding a single, specific project that benefits and identifiable group of properties. Another source is through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds.

### **2.12.4 Private Sources**

Private interests often provide alternative funding for transportation improvements. Developers construct the local streets within the subdivisions and often dedicate right-of-way and participate in the construction of collector or arterial streets adjacent to their developments. Developers can be considered as an alternative source of funds for projects because of the impacts of the development, such as the need for traffic signals or street widening. Developers should be expected to mitigate certain impacts resulting from their developments. The need for improvements, such as traffic signals or street widening can be mitigated through direct construction or impact fees.

### 3. Future Conditions

#### 3.1. Land Use and Growth

Ballard Town's Transportation Master Plan must be responsive to current and future needs of the area. The area's growth must be estimated and incorporated into the evaluation and analysis of future transportation needs. This is done by:

- Forecasting future population, employment, and land use;
- Projecting traffic demand;
- Forecasting roadway travel volumes;
- Evaluating transportation system impacts;
- Documenting transportation system needs; and
- Identifying improvements to meet those needs.

This chapter summarizes the population, employment, and land use projections developed for the project study area. Future traffic volumes for the major roadway segments are based on projections utilizing 20 years of traffic count history. The forecasted traffic data are then used to identify future deficiencies in the transportation system.

##### 3.1.1 Population and Employment Forecasts

The Governor's Office of Planning and Budget develop population and employment projections. The current population and employment levels, as well as the future projections for each are shown for Ballard Town and Uintah County in the following table.

Population and Employment

Year	City	County	
	Population	Population	Employment
2000	566	25,118	13,004
2030	1,047	29,889	16,125

##### 3.1.2 Future Land Use

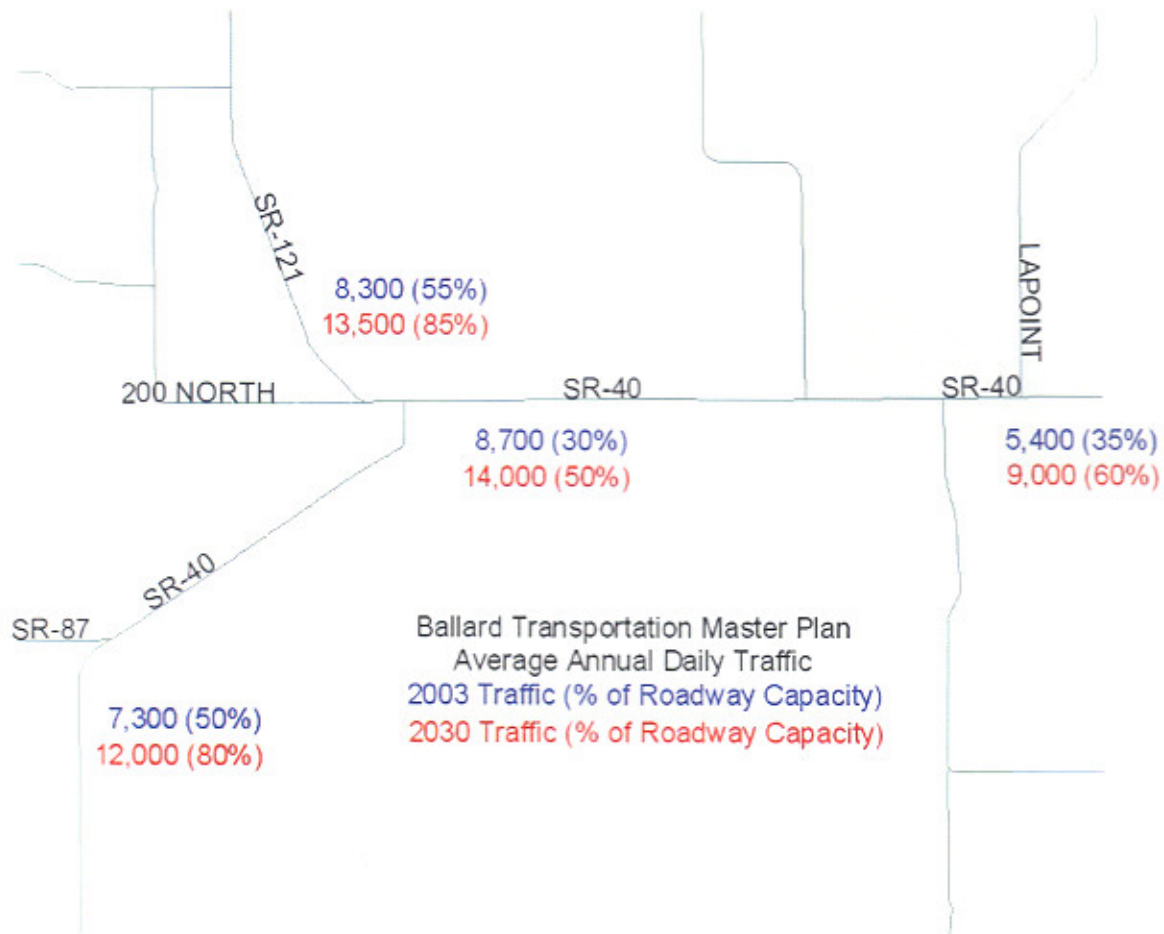
Some areas for development were discussed during the course of the Community Transportation Plan meetings. Updated Land Use documents can be found in the Ballard Town General Plan.

While specific development plans change with time, it is important to note possible areas of development within the Ballard Town area. Commercial and industrial growth is also important in understanding transportation needs.

### 3.2 Traffic Forecast

Traffic in the Ballard area is growing and will continue to grow. Although the population projections from the Governors Office of Planning and Budget show a 1% annual growth, traffic has historically grown at about 2%. The volumes illustrated below present average annual daily traffic for years 2003 and 2030 based on historical growth.

It should also be noted that recent activity in the oil industry has prompted an increase in traffic through Ballard. While these changes are expected have an impact on transportation issues during the short term, it is not clear what influence they may have on longer term needs and planning efforts. The following estimates, based on historic trends, are thought to be reasonable for the present discussion.



# Traffic Forecast Sheets

2003

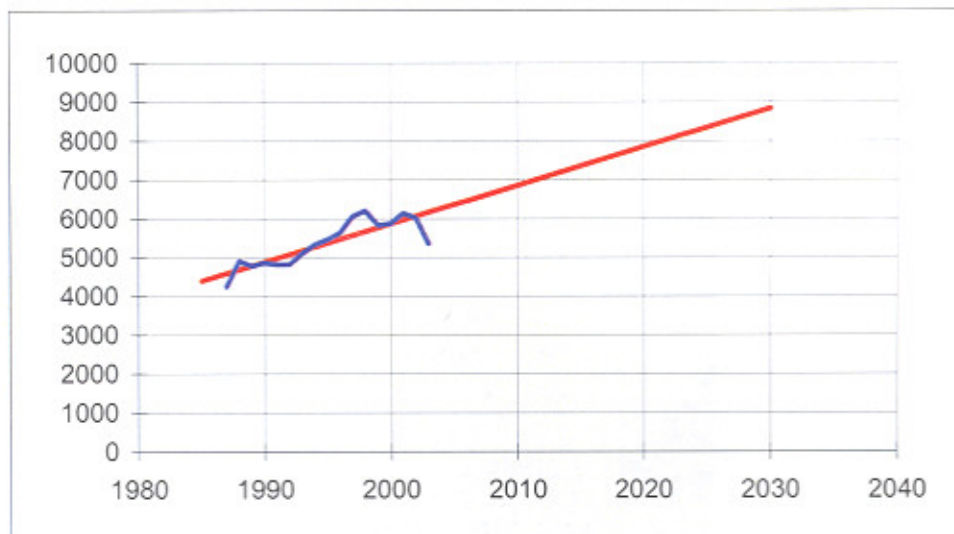
2030



Route US 40  
Limits East of Roosevelt

Year	AADT	Forecast
1985		4393
1986		4492
1987	4,250	4591
1988	4,905	4690
1989	4,775	4788
1990	4,865	4887
1991	4,815	4986
1992	4,825	5085
1993	5,110	5183
1994	5,340	5282
1995	5,460	5381
1996	5,635	5479
1997	6,070	5578
1998	6,205	5677
1999	5,830	5776
2000	5,875	5874
2001	6,140	5973
2002	6,017	6072
2003	5,355	6170
2004		6269
2005		6368
2006		6467
2007		6565
2008		6664
2009		6763
2010		6862
2011		6960
2012		7059
2013		7158
2014		7256
2015		7355
2016		7454
2017		7553
2018		7651
2019		7750
2020		7849
2021		7948
2022		8046
2023		8145
2024		8244
2025		8342
2026		8441
2027		8540
2028		8639
2029		8737
2030		8836

Projection based on 1987 to 2003 data  
1.7% growth rate → 99 vehicles/year



Notes

## **4. Planning Issues and Guidelines**

Provided below is a discussion of various issues with a focus on elements that promote a safe and efficient transportation system in the future.

### **4.1 Guidelines and Policies**

These guidelines address certain areas of concern that are applicable to Ballard Town's Transportation Master Plan.

#### **4.1.1 Access Management**

This section will define and describe some of the aspects of Access Management for roadways and why it is so important. Access Management can make many of the roads in a system work better and operate more safely if properly implemented. There are many benefits to properly implemented access management. Some of the benefits follow:

- Reduction in traffic conflicts and accidents
- Reduced traffic congestion
- Preservation of traffic capacity and level of service
- Improved economic benefits businesses and service agencies
- Potential reductions in air pollution from vehicle exhausts

##### **4.1.1.1 Definition**

Access management is the process of comprehensive application of traffic engineering techniques in a manner that seeks to optimize highway system performance in terms of safety, capacity, and speed. Access Management is one tool of many that makes a traffic system work better with what is available.

##### **4.1.1.2 Access Management Techniques**

There are many techniques that can be used in access management. The most common techniques are signal spacing, street spacing, access spacing, and interchange to crossroad access spacing. There are various distances for each spacing, dependant upon the roadway type being accessed and the accessing roadway. UDOT has developed an access management program and more information can be gathered from the UDOT website and from the Access Management Program Coordinator.

##### **4.1.1.3 Where to Use Access Management**

Access Management can be used on any roadway. In some cases, such as State Highways, access management is a requirement. Access management can be used as

an inexpensive way to improve performance on a major roadway that is increasing in volume. Access management should be used on new roadways and roadways that are to be improved so as to prolong the usefulness of the roadway.

#### **4.1.2 Context Sensitive Solutions**

Context Sensitive Solutions (CSS) addresses the need, purpose, safety and service of a transportation project, as well as the protection of scenic, aesthetic, historic, environmental and other community values. CSS is an approach to transportation solutions that find, recognize and incorporate issues/factors that are part of the larger context such as the physical, social, economic, political and cultural impacts. When this approach is used in a project the project become better for all of the entities involved.

#### **4.1.3 Recommended Roadway Cross Sections**

Cross sections are the combination of the individual design elements that constitute the design of the roadway. Cross section elements include the pavement surface for driving and parking lanes, curb and gutter, sidewalks and additional buffer/landscape areas. Right-of-way is the total land area needed to provide for the cross section elements. Suggested types of cross-sections can be found in figure 4-1.

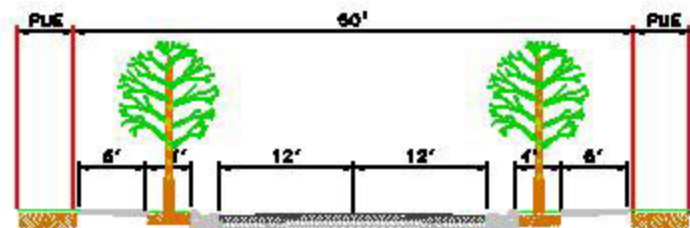
The design of the individual roadway elements depends on the intended use of the facility. Roads with higher design volumes and speeds need more travel lanes and wider right-of-way than low volume, low speed roads. The high use roadway type should include wider shoulders and medians, separate turn lanes, dedicated bicycle lanes, elimination of on street parking, and control of driveway access. For most roadways, an additional buffer area is provided beyond the curb line. This buffer area accommodates the sidewalk area, landscaping, and local utilities. Locating the utilities outside the traveled way minimizes traffic disruption in utility repairs or changes in service are needed.

Federal Highway standard widths apply on the all roads that are part of the state highway system. Also, all federally funded roadways in Ballard Town and Uintah County must adhere to the same standards for widths and design.

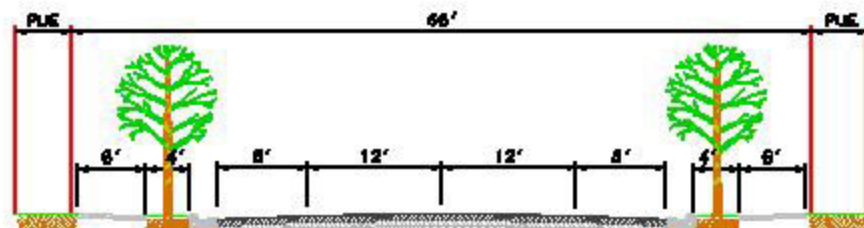
### **4.2 Bicycles and Pedestrians**

#### **4.2.1 Bicycles/Trails**

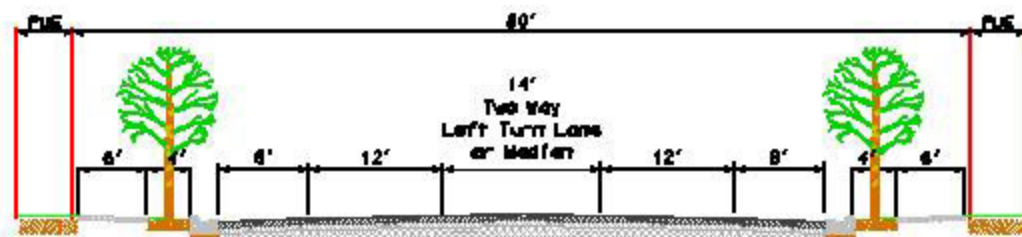
Bicycles are allowed on all roadways, except where legally prohibited, and as such should be a consideration on all roads that are being designed and constructed, and as roadway improvements are taking place. To increase the level of interest in bicycling in the Ballard area, the City should consider requiring developers to include separate bicycle/pedestrian pathways in all new developments. Opportunities to include bike lanes and increased shoulder-width in conjunction with a roadway project should be taken whenever technically, environmentally, and financially feasible.



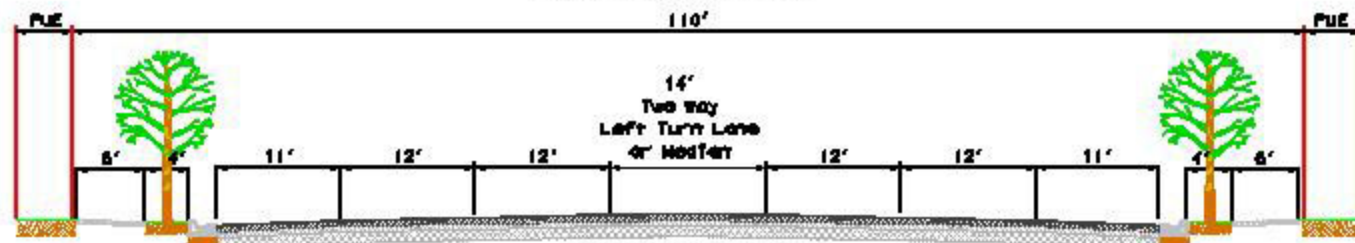
Two-Lane Cross Section  
24 feet MAXIMUM ASPHALT WIDTH



Two Lane Cross Section  
With Shoulders  
Spaced between Arterials



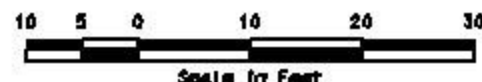
Three Lane Cross Section  
With Shoulder  
Spaced between Arterials



Five Lane Cross Section  
With Shoulder  
Minimum spacing approximately 1/4 mile

**Notes:**

1. Shoulder Dimension varies from 4' to 6' (See UDOT Std. Dev. 011 Note 3)
2. Public Utility Easement (PUE) dimension varies from 2.5' to 12' Typical
3. Shoulder Dimensions:  
on 60' ROW - varies from 8' to 12'  
on 110' ROW - varies from 10' to 12'  
See AASHTO & Policy on Geometric Design of Highways and Streets



**Suggested  
Typical Cross Section**

Revised: September 16, 2004

As referenced in Chapter 2 of this Plan, Ballard City is a rural environment and as such accepts that ATV use will be an activity that the community will continue to enjoy. The City has been successful in keeping out-of-bound riding to a minimum by posting restricted areas, which has kept small problems from escalating. As growth continues to take place in the area, the City may need to take a more aggressive approach in order to keep ATV use at a manageable level and address out-of-bound riding.

As referenced in Chapter 2 of this Plan, the City should perform a feasibility study to determine if the current path in City Park could be connected to a future path in Serenity Park, through construction of a separate trail. The community's interest in constructing a path that would connect Ballard City to Roosevelt City should also be explored. As these areas are evaluated, a determination could declare the need to create an area-wide Trails Master Plan to assist in planning and constructing a trails system. As Ballard City continues to grow, a master plan will provide guidance for alternative and recreational modes of travel to enhance the quality of life for those in the community. It is important to note that regardless of the trails system's function, as the bike/trail facilities are planned, designed and constructed, the City should review the connectivity of the system. With input from the community, a review of the connectivity of the trails should play an integral role in the decision making process for potential projects. In order to enhance the quality of life for those in the community, the trails should be accessible to all users and incorporate ADA requirements.

The trails, when constructed, may have slight variances in application type due to possible differences in the terrain at a specific trail location or differing user needs. However, regardless of the design type, the applicable design standards found in the latest version of the AASHTO Guide for the Development of Bicycle Facilities should be followed, as well as the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for appropriate signage of the trails system.

#### **4.2.2 Pedestrians**

Although current conditions in the City are such that pedestrian accommodations are not met by installing sidewalk, these conditions are likely to change as development occurs. Every effort should then be made to provide for the safe travel of pedestrians throughout Ballard City. An opportunity to include accessible sidewalks, while adhering to ADA requirements, during construction of other projects is encouraged. For the safety and convenience of pedestrian traffic, sidewalk placement should be free from debris and obstructions or impediments such as utility poles, trees, bushes, etc. Ballard City may require that new developments include sidewalk in all project plans, whether commercial or residential. To allow for pedestrian travel, the interconnectedness of the City's sidewalk system should be considered as all development takes place.

Sidewalks in residential areas should be at least 5-feet wide whenever adequate right-of-way can be secured. This will provide sufficient room and a level of comfort to persons walking in pairs or passing and will specifically allow for persons with strollers or in wheelchairs to pass. On major roadways, sidewalks at least 6-feet wide and with a 6 to

10-foot park strip are desirable. In pedestrian-focused areas, such as schools, parks, sports venues or theaters, and in hotel and market districts, even wider sidewalks are recommended to accommodate and encourage a higher level of pedestrian activity, especially where tourist use would be expected. To ensure consistency of sidewalks throughout the area, UDOT's approved standard for sidewalks should be followed, as well as the 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

There may be opportunity for the City to make improvements and create a sidewalk system through utilization of the Utah Department of Transportation's Safe Sidewalk Program, available through the Traffic and Safety Division. The City should contact UDOT's Region Three office for application requirements.

The City should be aware of, and coordinate with, the area schools that are tasked with developing a routing plan to provide a safe route to school. The routing plan is to be reviewed and updated annually. Information regarding the Safe Routes to School program is available by contacting the Utah Department of Transportation's Traffic and Safety Division.

#### **4.3 Enhancements Program**

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) created the Transportation Enhancement program. The program has since been reauthorized in subsequent bills (i.e. TEA-21). The Transportation Enhancement program provides opportunities to use federal dollars to enhance the cultural and environmental value of the transportation system. These transportation enhancements are defined as follows by TEA-21:

The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation: provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs (including the provision of tourist and welcome center facilities), landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conservation and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archeological planning and research, environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity, and establishment of transportation museums.

The Utah Transportation Commission, with the help of an advisory committee, decides which projects will be programmed and placed on the Statewide Transportation Improvement Program (STIP). Applications are accepted in an annual cycle for the limited funds available

to UDOT for such projects. Information and Applications for the current cycle can be found on UDOT's homepage @ [www.udot.utah.gov](http://www.udot.utah.gov), tab on "Doing Business" select "Planning and Programming", here you will find a sub-topic entitled "Transportation Enhancement Program". Applications must be received by the UDOT Program Development Office, on or before the specified date to be considered. Projects will compete on a statewide basis.

#### **4.4 Transportation Corridor Preservation**

Transportation Corridor Preservation will be introduced as a method of helping Ballard's Transportation Master Plan. This section will define what Corridor Preservation is and ways to use it to help the Transportation Master Plan succeed for the City.

##### **4.4.1 Definition**

Transportation Corridor Preservation is the reserving of land for use in building roadways that will function now and can be expanded at a later date. It is a planning tool that will reduce future hardships on the public and the city. The land along the corridor is protected for building the roadway and maintaining the right-of-way for future expansion by a variety of methods, some of which will be discussed here.

##### **4.4.2 Corridor Preservation Techniques**

There are three main ways that a transportation corridor can be preserved. The three ways are acquisition, police powers, and voluntary agreements and government inducements. Under each of these are many sub-categories. The main methods will be discussed here, with a listing of some of the sub-categories.

###### **4.4.2.1 Acquisition**

One way to preserve a transportation corridor is to acquire the property outright. The property acquired can be developed or undeveloped. When the city is able to acquire undeveloped property, the city has the ability to build without greatly impacting the public. On the other hand, acquiring developed land can be very expensive and can create a negative image for the City. Acquisition of land should be the last resort in any of the cases for Transportation Corridor Preservation. The following is a list of some ways that land can be acquired.

- Development Easements
- Public Land Exchanges
- Private Land Trusts
- Advance Purchase and Eminent Domain
- Hardship Acquisition
- Purchase Options

#### **4.4.2.2 Exercise of Police Powers**

Police powers are those ordinances that are enacted by a municipality in order to control some of the aspects of the community. There are ordinances that can be helpful in preserving corridors for the Transportation Master Plan. Many of the ordinances that can be used for corridor preservation are for future developments in the community. These can be controversial, but can be initially less intrusive.

- Impact Fees and Exactions
- Setback Ordinances
- Official Maps or Maps of Reservation
- Adequate Public Facilities and Concurrency Requirements

#### **4.4.2.3 Voluntary Agreements and Governmental Inducements**

Voluntary agreements and governmental inducements rely on the good will of both the developers and the municipality. Many times it is a give and take situation where both parties could benefit in the end. The developer will likely have a better-developed area and the municipality will be able to preserve the corridor for transportation in and around the development. Listed below are some of the voluntary agreements and governmental inducements that can be used in order to preserve transportation corridors in the city limits.

- Voluntary Platting
- Transfer of Development Rights
- Tax Abatement
- Agricultural Zoning

Each of these methods has its place, but there is an order that any government should try to use. Voluntary agreements and government inducements should be used, if possible, before any police powers are used. Police powers should be tried before acquisition is sought. UDOT has developed a toolkit to aid in corridor preservation techniques. This toolkit contains references to Utah code and examples of how the techniques have been used in the past.

## **5. Transportation Improvement Projects**

### **5.1 Current Statewide Transportation Improvement Program (2005-2009 STIP)**

At the present time there is three projects under consideration in the Ballard Town area. Currently in the STIP.

- Widen to Three Lanes on US-40 from East Roosevelt to East Ballard City Limits.
- Intersection Improvements at SR-121; Roosevelt City at 200 North.
- Widen to Three Lanes on US-40 from West Roosevelt to Loka Junction

Also, this project is currently listed on the State of Utah's Long Range Plan, Utah Transportation 2030:

- Safety Project on US-40 from Reference Post 123 to SR-88.

### **5.2 Recommended Projects**

The following four projects have been identified as those projects having the highest priority to the Ballard Town Transportation Advisory Committee (TAC). These needs were identified through a series of meetings where the TAC identified the needs and set priorities for projects.

- SR-40 Widening - Ballard to Ft. Duchesne
- 1000 South – 1500 East to Roosevelt (New Road)
- SR-40 & 3500 East (Corner radius and turn lanes)
- 400 North – Union St. to 1500 East (New Road)

A complete list of all issues identified by the TAC is shown on the following page along with an associated planning level cost estimate.

**Ballard City Transportation  
Issues List and Cost Estimates**

Route	Location	Description of Issue or Concern from Local Leaders	Possible Action	Planning Level Cost Estimate	Guardrail Option
local	1500 East: SR-40 to Lagoon Street	Sidewalk, curb and gutter	Sidewalk	\$40,000	
local	1500 East: Lagoon Street to 2000 South	Sidewalk, curb and gutter	Sidewalk	\$325,000	
SR-40	SR-40: Ballard to Bottle Hollow	Sidewalk, curb and gutter	Sidewalk	\$550,000	
local	2500 East: SR-40 near Church to city Park	Sidewalk, curb and gutter	Sidewalk	\$45,000	
local	Citywide	ATV routing plan	Study	\$25,000	
local	Citywide	Bicycle/Pedestrian trails plan	Study	\$25,000	
local	Citywide	Master layout of streets in undeveloped areas of Ballard	Study	\$50,000	
SR-40	SR-40: Near Todd Elementary (RP ????)	Speed/merge associated with passing lanes WB	Study	\$5,000	
local	1500 East & 2000 South	Realignment (Under contract for construction)	Reconstruction		
SR-40	SR-40 & 1500 East	Improve SW / SE corners for truck access	Reconstruction	\$75,000	
SR-40	SR-40 & 1500 East	Signal warrant study	Study	\$5,000	
local	1500 East & 1000 North	Lower four legs lowered to approaching grade	Reconstruction	\$450,000	
local	3500 East & 1000 North	Lower north leg to improve site distance	Reconstruction	\$150,000	
local	3500 East & 2000 North	Stop Sign on west leg	Stop Sign	\$500	
SR-40	SR-40 & 3500 East	Improve radius and truck acceleration lanes	Reconstruction	\$75,000	
SR-40	SR-40 & 2500 East	Improve radius and truck acceleration lanes	Reconstruction	\$75,000	
local	2500 East & 1000 South	Stop Sign	Stop Sign	\$500	
local	1000 South: 1500 East to Roosevelt City Boundary	Reconstruct road and construct new bridge	Reconstruction	\$450,000	
local	3000 East: 1500 East to County Line	Reconstruct road	Reconstruction	\$100,000	
local	2000 South: 1500 East to 2000 East	Reconstruct road	Reconstruction	\$225,000	
SR-40	SR-40: Widen including turn lanes and accel lanes	Road Widening (5 Lane - Ballard to Fort Duchesne)	Widening	\$4,000,000	
local	400 North: Union Street to 1500 East	New road	New construction	\$125,000	
local	500 South: 2500 East to 3500 East	New road	New construction	\$600,000	
local	1500 East: South of SR-40 to 2000 South	Open Ditch Adjacent to Road - Pipe	Pipe	\$600,000	
local	1500 East: South of SR-40 to 2000 South	Open Ditch Adjacent to Road - Install Guardrail	Guardrail		\$300,000
local	2500 East: South of SR-40 to 1000 South	Open Ditch Adjacent to Road - Pipe	Pipe	\$275,000	
local	2500 East: South of SR-40 to 1000 South	Open Ditch Adjacent to Road - Install Guardrail	Guardrail		\$137,500
local	3500 East: South of SR-40 to 1000 South	Open Ditch Adjacent to Road - Pipe	Pipe	\$225,000	
local	3500 East: South of SR-40 to 1000 South	Open Ditch Adjacent to Road - Install Guardrail	Guardrail		\$112,500
local	2500 East: North of SR-40 to 800 North	Open Ditch Adjacent to Road - Pipe	Pipe	\$140,000	
local	2500 East: North of SR-40 to 800 North	Open Ditch Adjacent to Road - Install Guardrail	Guardrail		\$70,000
local	1500 East & Lagoon Street	Intersection Lighting	Lighting	\$15,000	
local	1000 North & 1930 East	Intersection Lighting	Lighting	\$15,000	
local	1000 North & 1500 East	Intersection Lighting	Lighting	\$15,000	
local	1000 North & 2500 East	Intersection Lighting	Lighting	\$15,000	
SR-40	SR-40 & 3500 East	Intersection Lighting	Lighting	\$15,000	
SR-40	SR-40 & 2500 East	Intersection Lighting	Lighting	\$15,000	
local	2500 East & 1000 South	Intersection Lighting	Lighting	\$15,000	
local	1500 East & 1000 South	Intersection Lighting	Lighting	\$15,000	
local	1500 East & 2000 South	Intersection Lighting	Lighting	\$15,000	
local	1500 East at Y Intersection (2100 South)	Intersection Lighting	Lighting	\$15,000	
			TOTAL	\$8,786,000	

### **5.3 Revenue Summary**

#### **5.3.1 Federal and State Participation**

Federal and State participation is important for the success of implementing these projects. UDOT needs to see the Transportation Master Plan so that they understand what the City wants to do with its transportation system. UDOT can then weigh the priorities of the city against the rest of the state. It is important for Ballard Town to promote projects that can be placed on UDOT's five-year Statewide Transportation Improvement Program (STIP) as soon as possible. The process for placing projects into the STIP and funding of these projects can be found at UDOT's homepage @ [www.udot.utah.gov](http://www.udot.utah.gov), tab on "Doing Business" select the tab for "Planning and Programming" here there is a subtopic entitled "Statewide Transportation Improvement Program (STIP)" that describes this program in detail. Additionally coordination with UDOT's Region Director and Planning Engineer will be practical.

#### **5.3.2 City Participation**

The City will fund the local Ballard Town projects. The local match component and partnering opportunities vary by the funding source.

### **5.4 Other Potential Funding**

Previous sections of this chapter show significant shortfalls projected for the short-range and long-range programs. The following options may be available to help offset all or part of the anticipated shortfalls:

- Increased transportation impact fees.
- Increased general fund allocation to transportation projects.
- General obligation bonds repaid with property tax levies.
- Increased participation by developers, including cooperative programs and incentives.
- Special improvement districts (SIDs), whereby adjacent property owners are assessed portions of the project cost.
- Sales or other tax increase.
- State funding for improvements on the county roadway system.
- Increased gas tax, which would have to be approved by the State Legislature.
- Federal-aid available under one of the programs provided in the federal transportation bill (TEA-21 is the current bill; The next Federal Transportation Bill will likely be passed in late 2005).

Increased general fund allocation means that General Funds must be diverted from other governmental services and/or programs. General obligation bonds provide initial capital for transportation improvement projects but add to the debt service of the governmental agency. One way to avoid increased taxes needed to retire the debt is to sell bonds repaid with a portion of the municipalities' State Class monies for a certain number of years.

Participation by private developers provides a promising funding mechanism for new projects. Developers can contribute to transportation projects by constructing on-site improvements along their site frontage and by paying development fees. Municipalities commonly require developers to dedicate right-of-way and widen streets along the site frontage. A negative side of the on-site improvements is that the streets are improved in pieces. If there are not several developers adjacent to one another at the same time, a continuous improved road is not provided. One way to overcome this problem is for the jurisdiction to construct the street and charge the developers their share when they develop their property.

Another way developers can participate is through development fees. The fees would be based on the additional improvements required to accommodate the new development and would be proportioned among each development. The expenditure of additional funds provided by the fees would be subject to the City's spending limit. However, development fees are often a controversial issue and may or may not be an appropriate method of funding projects.

# The 7 Funds of Highly Successful Local Governments

**B and C Fund:** 25% of State Fuel Tax Collected, Lump sum dollars, Not project specific, Quarterly Distribution Formula: 50% population-50% road mileage by surface type, Approximately \$125 Million to cities and counties each year.

**Mineral Lease Fund:** Quarterly distribution to counties with significant mining activity on Federal lands, Lump sum dollars, Not project specific, Approximately \$25 Million distributed each year.

**Non-Urban STP Fund:** Project specific fund, All major collector roads and above in the state, outside MPO and small urban boundaries qualify, \$6.6 Million per year, 7% local match, Apply to Joint Highway Committee, non-urban group each April.

**Small Urban STP Fund:** Project specific fund, All major collector roads and above in small urban boundaries qualify, \$1.7 Million per year, 7% local match, Apply to Joint Highway Committee, small-urban group each April.

**Bridge Off System Fund:** Project specific fund, All locally owned bridges with span length greater than 20 feet qualify, Must have sufficiency rating less than 80 for rehab and less than 50 for replacement with a category score of 4 or less, \$3.5 Million per year, 20% local match, Apply to Joint Highway Committee, non-urban group each April.

**State parks Access Fund:** Project specific fund, Roads that lead to State Parks qualify, \$0.5 Million per year, 50% local match, Apply to Joint Highway Committee, non-urban group each April.

**Transportation Enhancement Fund:** Project specific fund, For bicycle and pedestrian pathways, landscaping, or historical preservation of transportation related structures, and other categories, \$4.5 Million per year, 20% local match, Apply to TE Selection Committee each January.